

Appl. No. 10/801,790
Reply to Office Action dated August 22, 2005
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Amendments to the Specification:

Please replace Paragraph [0002] with the following rewritten paragraph

One-way torque-transmitting mechanisms or Mechanical Diodes generally are sprag, roller, or strut type and are designed to prevent overrunning between two members in one direction of operation while permitting overrunning of a member in the opposite direction. These devices might either be torque-transmitting mechanisms of the rotating type or torque-transmitting mechanisms providing a stationary operation such as a brake. These one-way devices have found a lot of use in power transmission situations wherein it is desirable to establish at least one ratio such that on a ratio interchange, the one-way device will simply overrun permitting a change within the gearing of a power transmission.

Please replace Paragraph [0003] with the following rewritten paragraph:

More recently, it has been proposed that the friction devices of a power transmission be actuated by torque-to-thrust mechanisms. Types of torque-to-thrust torque-transmitting apparatus or mechanisms are shown in U.S. Serial No. 10/303,245 filed November 25, 2002; U.S. Serial No. 10/319,957 filed December 16, 2002; U.S. Serial No. 10/738,564 filed December 17, 2003 and U.S. Serial No. 10/946,759 filed September 22, 2004. Each of these patent applications is assigned to the assignee of the present

Please replace Paragraph [0019] with the following rewritten paragraph

The output gear 16 has a cylindrical portion 46, which forms an inner race for a one-way mechanism or Mechanical Diode 48. The one-way mechanism 48 has an outer race 50 and a plurality of roller, sprag, or strut members 52 disposed between the inner race 46 and the outer race 50.

Please replace Paragraph [0028] with the following rewritten paragraph

FIG. 2 describes an alternative embodiment wherein rotation of the gear member 16A is operable to provide a thrust force at thrust plate 18A in a manner similar to that described in FIG. 1. The gear 16A has a cylindrical surface 80, which forms the outer race of a one-way device or Mechanical Diode 82. The inner race of the one-way device

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82 is a cylindrical component 84. The one-way device 82 has a plurality of rollers, sprags, or struts 86 disposed between the outer race 80 and the inner race 84. The inner race 84 is aligned axially to abut a friction plate 88, which is held stationary by a housing 90.

Please replace Paragraph [0030] with the following rewritten paragraph

A torque-to-thrust in one-way mechanism 92 is shown in FIG. 3. A gear member 94 is operable in combination with a thrust plate 96 and a cam mechanism 98 to provide a thrust force to engage a conventional friction operated torque-transmitting mechanism. The gear member 94 has a cylindrical surface 100 forming the inner race of a one-way torque-transmitting mechanism or Mechanical Diode 102. A cylindrical body 104 forms the outer race of the torque-transmitting mechanism 102. A thrust bearing 106 provides an antifriction member between the gear member 94 and a stationary housing 108.

Please replace Paragraph [0036] with the following rewritten paragraph

The sleeve 238 is rotatably supported through a one-way device or Mechanical Diode 245 to a housing 246, which is rotatable with the rotor 206. The one-way device 245 permits substantially uninhibited relative rotation between the sleeve 238 and housing 246 when the rotor 206 is rotated in a direction to cause pumping between the piston 214 and the cylinder 216. However, when the cylinder 216 is pressurized, the reaction load on the sleeve 208 is transmitted through the sleeve 238 to the friction plate 240 to cause engagement between the friction plate 240, sleeve 244, and the wall 242 thereby holding the outer race, represented by sleeve 238, of the one-way device 245 stationary and maintaining the piston 214 in the extended position. Rotation in the apply direction causes relative rotational movement to occur through the bearing 236 but rotation in the release direction drives through the one way clutch and causes the relative rotational movement to occur through the friction plate 240. In order to retract the piston 214, the torque at the motor 202 must be sufficient to overcome the friction represented by the friction plate 240. This is accomplished in a manner similar to that described for the above systems.